

## **Houston Planning Commission**

### **Urban Subcommittee Wednesday, May 25, 2005 Summary**

#### **Attendance:**

#### **Handouts:** "Transit Corridor Planning"

#### **Discussion:**

*Introduction:* Directors Comments - goal to frame a (box, circle, etc.) for TCP into a plan/process defined by urban planning principles, regulation controls, extensions to community, and coordinated with METRO.

##### *Planning Area Size*

- Should there be a minimum/maximum?
- Shape is radial rather than linear.
- Radius size is dictated by destination points/people are more willing to walk farther in congested areas (minute maid park and TMC examples)
- Should TCP be limited to the Urban Area? Should Urban Area be redefined?
- Impact Area will fluctuate on density, neighborhood consensus, and public infrastructure in place.
- What are positives/negatives for introducing TCP into single family context? Affects on land values, street congestion, public infrastructure, housing products?

##### *Performance Standards*

- Performance Standards would be applicable anywhere in the city, but would be more 'tailored' along transit corridors. Locations at major intersections yet conscience of block spacing and pedestrian movement.
- Performance Standards are not dictated by "zoning" or concrete master planning One size does not fit all.
- Performance Standards would not supersede deed restrictions.
- Performance Standards may need to base upon some hierarchy of steps or site specific for neighborhoods.
- Standards must consider future conditions, trends, etc.

##### *Ordinances that could be tailored*

- Add a catch phrase "and other ordinances"
- Include Sidewalk Café ordinance, and Sidewalk ordinance.

#### *Who is a Qualified Applicant?*

- What happens when the area is 7 miles long – you could have more than 1 applicant?
- Entity of “focus group” based on Business/Neighborhood/Policy Makers – who has final say?
- Must include all stakeholders.
- How can super neighborhoods be a part?
- P&D assist with identifying stakeholders.
- Cannot assume that stakeholders within the planning area share the same vision and concerns, prepare for opposition.

#### *Creating Plans*

- Some areas ripe for redevelopment may not have the resources to develop a plan.
- P&D must be responsible for developing plan and assure that all stakeholders participate in the planning process (residential, commercial, nonprofits, etc.)
- Find a fund to support the planning effort but be careful in how it's distributed.
- Metro/City should work together creating design standards for rail stop locations.
- Metro to provide documentation of proposed extended rail lines and add comments.
- Define appropriate timelines / timetables, what can reasonably be accomplished in 3-5 years.
- If committee is onboard for long-term, must lobby support to future policy makers.

**Next Steps:** Planning Department will flesh out discussion and frame issues for distribution before next meeting.